

## HIGHWAY TRUST FUND

(Mr. BLUMENAUER asked and was given permission to address the House for 1 minute.)

Mr. BLUMENAUER. Mr. Speaker, as was referenced on the floor of the House, in 4 legislative days, funding expires for transportation. I could actually give my speech from last summer that predicted we would be exactly in this spot—nothing changed, more delay.

There are three things that we can do to fix it:

Number one, the President ought to issue an absolute deadline that he will not sign any extension that passes September 30; 4½ months is enough time for Congress to do its work.

Second, the Ways and Means Committee should get down to work with a series of hearings involving the people who actually do this out in the real world—contractors, business, unions, local governments. For the first time in 55 months, let's have those hearings.

And finally, let's have action on legislation that I have introduced, a gas tax increase for the first time in 22 years, similar to what has happened in Georgia, Utah, Idaho, Iowa, South Dakota—Republican red States. If they can step up and take their responsibility, maybe Congress can do that in the next 4½ months.

#### IRAN NUCLEAR AGREEMENT REVIEW ACT

(Mr. THOMPSON of Pennsylvania asked and was given permission to address the House for 1 minute and to revise and extend his remarks.)

Mr. THOMPSON of Pennsylvania. Mr. Speaker, yesterday the House passed, with overwhelming bipartisan support, H.R. 1191, the Iran Nuclear Agreement Review Act, which will allow Congress to review any deal on Iran's nuclear program negotiated by the Obama administration.

As the world's leading sponsor of terrorism, a nuclear Iran would not only destabilize the Middle East, but it would have serious repercussions here in America and across the world for generations to come.

The United States must stand with Israel, our allies, and do everything in our power to prevent Iran from obtaining a nuclear weapon. And this legislation allows Congress to have approval and oversight over any agreement by the administration.

Mr. Speaker, President Obama should take a clear message from these overwhelmingly bipartisan votes in both the House and the Senate that, as negotiations move forward, the administration must listen to the American people and their representatives in Congress.

## HIGHWAY TRUST FUND

(Mr. WELCH asked and was given permission to address the House for 1

minute and to revise and extend his remarks.)

Mr. WELCH. Mr. Speaker, as you know, in 4 days, our transportation fund will expire. This will be the 34th time in the past 6 years that Congress has failed to pass a long-term transportation funding bill.

We all know that our highways, our bridges, our airports, and our railroads are being neglected. We have got 20th century infrastructure with a 21st century economy. It is absolutely irresponsible for Republicans and Democrats—for the House of Representatives—to fail to pass a long-term transportation fund.

Potholes don't fix themselves, and we have got potholes in red States and in blue States. We also have, in all of our States, good, hard-working Americans who could be put to work if we would give that long-term funding.

You know, you can't build a bridge with 2-month funding increments. So in addition to a lack of money, there is a lack of certainty. It is not because there aren't solutions. We have got good proposals from Republicans. We have got good proposals from Democrats. But we need a decision.

We are not grasping for a new policy. And the thing that is unacceptable is for Congress not even to have a discussion about what will be the source of that funding. We should not extend another short-term highway fund. We should do our jobs and fully fund it.

## TRIBUTE TO B.B. KING

(Mr. COHEN asked and was given permission to address the House for 1 minute and to revise and extend his remarks.)

Mr. COHEN. Mr. Speaker, "The Thrill is Gone." Legendary iconic guitar player and performer B.B. King passed away last night.

B.B. King, born Riley B. King, born in the delta, lived a phenomenal life. He was born into poverty and was a sharecropper in Itta Bena, Mississippi.

He moved to Memphis and went on WDIA radio, the first African American-owned station in America, and became a disc jockey, Beale Street Blues Boy. That is where he got his B.B. name.

He went on to perform and learn on Beale Street, and he went on to be one of the great guitarists of all time. He taught a lot of guitarists how to play and was their mentor, somebody they looked up to.

Memphis was his adopted hometown. A club in his name is there on Beale Street, B.B. King Blues Club.

He was a very, very nice man and a talented individual who rose to get the Presidential Medal of Freedom and Kennedy Center Honors. His art will live on forever. He will be greatly missed.

#### AMERICAN PATENT SYSTEM IN DANGER

The SPEAKER pro tempore. Under the Speaker's announced policy of Jan-

uary 6, 2015, the gentleman from California (Mr. ROHRBACHER) is recognized for 60 minutes as the designee of the majority leader.

Mr. ROHRBACHER. Mr. Speaker, I yield to the gentleman from Texas (Mr. CONAWAY), my very good friend.

#### REPEAL THE OIL EXPORT BAN

Mr. CONAWAY. Mr. Speaker, I thank the gentleman from California for yielding.

This may not be the topic that he is going to talk about here, but I appreciate the time to be able to talk to something that is important to the folks of west Texas and is actually important to all Americans. I rise today to bring attention to an important issue that is gathering nationwide support, that is, repealing the export ban on crude oil.

This week, I submitted an amendment to the National Defense Authorization Act that would, in fact, repeal the ban. While the amendment did not ultimately make it into the final bill, I would like to take a moment to talk about the importance of lifting that ban.

First, let's remember why the export ban was placed into law to begin with. Because of the OPEC oil embargo of 1973, Congress enacted the Energy Policy and Conservation Act, directing the President to ban crude oil exports. At the time, the ban served a purpose: to keep our oil at home in order to reduce our exposure to the wildly fluctuating markets of that time.

Today, though, the ban has outlived its purpose. It is an antiquated policy that is now only serving to harm Americans and punish domestic production. For example, right now we allow Iran to export more oil from their country than we do from our own domestic producers. This is wrong-headed and is long overdue for a change. The ban should be lifted, while leaving in place the necessary authorities to allow the President to act in an emergency and while preserving our Strategic Petroleum Reserve.

Some claim that gasoline prices would increase if the ban is lifted, but analysis shows that to be incorrect. It shows that prices will actually fall, reducing the cost of the product that American families rely on every single day, which is another reason to support lifting the ban.

In 2013, the United States was the number one oil producing nation in the world, surpassing Saudi Arabia and Russia, a fact that many thought impossible only a decade ago.

Taking advantage of our Nation's abundant resources by lifting the ban will, in fact, lower gasoline prices, create dependable, long-lasting jobs, and help expand our energy supply, making our Nation more energy independent.

I urge my colleagues to listen to the growing voice of the American people. It is time to lift the export ban on crude oil.

Mr. ROHRBACHER. Mr. Speaker, I rise today to warn my colleagues and